App. F. IX-4

Previous References. 1943-44 (War) W File No. 196-43
Serial Nos. 1 & 2

Later References.
W 223-44-182 (10)

GENERAL AND REVENUE SECRETARIAT

Serial Nos. Two only.

Part B for May 1944.

SUBJECT

Contributions for War purposes.
(Operational report on the Mysore Spitfire Squadron).

Krishnan
30.5.44.

2528/W.

Continuation Sheet. W File No. / Current No. 196

Contributions for War Purposes.
Operational Report on the Mysore Spitfire Squadron
of 43-44 Page.

1

From The Secy to the Hon'ble the Resident
No F. 15 (1) 40/W (III) d 19th April 44
forwg for information an operational report
on the Mysore Spitfire Squadron received from
the India Office thro the Govt of India.

A copy of the operational report
will be sent to the Secy. Mysore War Fund for
information. Subn for perusal with a
D.S.N for orders.

6670

W 1978 21 APR 1944 C.F. MYS

RS 21/4 SG

21/4

Drawn) WG 27/4/44

Subn with a draft letter to the Secy, Mys. War Fund,
forwg for information a copy of the operational report.

Appd 26/5/44 SG

for 27/5/44

Issued No. W 2738 d 27th May 44 to the Secy, Mys.
War Fund, forwg a copy of an operational report.

B. 29/5

Submitted to His Highness.

I submit herewith for the gracious perusal of His Highness a letter dated 19th April 1944 from the Residency forwarding for information an operational report on the Mysore Spitfire Squadron.

N. Madhava Rau

D E W A N.

Camp Mysore,

3rd May 1944.

Record of Cases submitted for the Orders of His Highness the Maharaja.

Subject.

Residency letter dated 19th April 1944 forwarding for information an operational report on the Mysore Spitfire Squadron.

830

Order.

KN.
7/5/'44

Chief Secy
11/5/44 7/5/'44

General and Revenue

Secretariat.

C 945

SUBJECT:—

Residency letter dated 19th April 1944 forwarding for information an operational report on the Mysore Spitfire Squadron.

(*)

14. All urgent or confidential files returned with His Highness' orders may, in the absence of instructions or indications to the contrary, be ordinarily circulated to the Ministers for perusal after the issue of orders.

16. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after, to the Chief Secretary for circulation to the Ministers.

17. In all other cases, the files will first be circulated to the Ministers at Headquarters and then sent to the Secretariat concerned for the issue of orders.

Circulated to Council of Ministers for perusal of His Highness' orders before/after issue of orders. (*Vide* Rules 14, 16 and 17 of the Subsidiary Rules of the Mysore Government Business Rules.) (*)

Chief Secretary to Government.

11/5/44

Through the Secretary to Government,

.....Department.

7197/11.5.44. Minister for Revenue and Law. 12/5

7239/13/5 Minister for Public Works. 13.5

7938/1575 Minister for Local Self-Govt. and Public Health. 18.5.44

7243/19/5 Minister for Industries and Supplies. 23/5

7559/24/5 Minister for Education. 24/5

NOTE.—Contn. sheet

WD 06185—GPB—500—6-4-44

War 25/5/44

2528 W196-43-1

No.F.15(1)-40/W(III). (Secret)

From The Secretary to the Hon'ble the Resident in Mysore.

To The Chief Secretary to the Government of His Highness the Maharaja of Mysore, Bangalore.

Bangalore, the 19th April 1944.

CONTRIBUTIONS FOR WAR PURPOSES.

Sir,

I am directed to forward for information an operational report on the Mysore Spitfire Squadron received from the India Office through the Government of India.

I have the honour to be,
Sir,
Your most obedient servant,

A. G. Bourke

SECRETARY TO THE RESIDENT.

Acknowledgment Letter
W. Lr. 9 Wes
Way

CHIEF SECRETARY'S
20 APR 1944
DEPT OF WAR

MAP:

THE MYSORE SQUADRON.

This fine Spitfire squadron, formed in June 1941, has seen a great deal of operational activity and scored some notable successes against the Luftwaffe during the course of varied and hazardous duties.

In one particularly hectic brush with the enemy, the squadron was pounced on by 10 Focke Wulf 190's which roared down out of the sun. Too late, the Nazis realised they had picked the wrong target for attack. Two of the Huns were sent crashing down in flames and the Mysore squadron returned home unscathed.

Shortly afterwards, several aircraft of the squadron were detailed on a shipping reconnaissance off the enemy occupied coast. They spotted a convoy of 7 ships near St.Peter Port in the Channel Islands and immediately dived down to attack. Numerous hits were scored on the bridge of the leading ship and the bomb carrying Hurricanes which the Spitfires were escorting as part of their duty, scored direct hits on two other ships.

The squadron's next operational sortie was in escorting bombers to targets near Paris. Numbers of FW 190's and Me 109's came up to intercept, concentrating all their attention on the bombers in an effort to prevent them reaching the target. This affray, too, was a coastly one for the enemy. The Spitfires dived on the attackers from their high cover position and destroyed two of them which were seen to go down on fire. A third enemy fighter was attacked by one of the Spitfires, its pilot firing a six second burst with highly destructive accuracy. The hun went into a right hand spin, emitting a stream of white smoke and did not stop until it collided with the ground.

On yet another offensive sweep, the Spitfires were turning in the direction of Ghent when they encountered 10 enemy aircraft. One section attacked the two topmost Huns and one of them was seen to dive down out of control with white smoke streaming from under the cockpit. The Spitfire pilot followed it down until his vision became obscured by oil on his goggles. During the same encounter, a further enemy fighter was sent diving earthwards with huge feathers of smoke pouring from it.

After...

After a brief lull, the squadron set off once more on an escorting mission, this time to Le Havre. The bombers delivered their loads in the right place, with highly destructive results, but this was not the end of the affair. Suddenly, some 20 or 30 FW 190's approached from the South, bent on inflicting damage. The Squadron engaged the enemy and three FW. 190's were definitely destroyed and one was damaged, the Spitfires suffering no loss whatever.

Next, an objective near Dieppe received the full attention of the squadron. Numerous strikes registered. An enemy fighter which happened to be around was also attacked, but the Spitfire was unfortunately hit in the cockpit and the pilot suffered injury from broken glass which necessitated breaking off the engagement, momentarily.

He did not, however, give up. A very steep turn brought him into a sudden head on position with the Hun and he took full advantage of it, getting in a good burst. The FW at once fell away steeply with thick black smoke pouring from its engine.

The Spitfire returned safely to base, but on examination it was found that there were bullet holes through the rudder and all over the fuselage and cockpit.

This encounter alone gives an excellent idea of the determination and skill displayed by the pilots of the Mysore Squadron.

-:o:-

MAP

THE MYSORE SQUADRON.

This fine Spitfire Squadron, formed in June 1941, has seen a great deal of operational activity and scored some notable successes against the Luftwaffe during the course of varied and hazardous duties.

In one particularly hectic brush with the enemy, the squadron was pounced on by 10 Focke Wulf 190's which roared down out of the sun. Too late, the Nazis realised they had picked the wrong target for attack. Two of the Huns were sent crashing down in flames and the Mysore squadron returned home unscathed.

Shortly afterwards, several aircraft of the squadron were detailed on a shipping reconnaissance off the enemy occupied coast. They spotted a convoy of 7 ships near St. Peter Port in the Channel Islands and immediately dived down to attack. Numerous hits were scored on the bridge of the leading ship and the bomb carrying Hurricanes which the Spitfires were escorting as part of their duty, scored direct hits on two other ships.

The squadron's next operational sortie was in escorting bombers to targets near Paris. Numbers of FW 190's and Me 109's came up to intercept, concentrating all their attention on the bombers in an effort to prevent them reaching the target. This affray, too, was a costly one for the enemy. The Spitfires dived on the attackers from their high cover position and destroyed two of them which were seen to go down on fire. A third enemy fighter was attacked by one of the Spitfires, its pilot firing a six second burst with highly destructive accuracy. The hun went into a right hand spin, emitting a stream of white smoke and did not stop until it collided with the ground.

On yet another offensive sweep, the Spitfires were turning in the direction of Ghent when they encountered 10 enemy aircraft. One section attacked the two topmost Huns and one of them was seen to dive down out of control with

with white smoke streaming from under the cockpit. The Spitfire pilot followed it down until his vision became obscured by oil on his goggles. During the same encounter, a further enemy fighter was sent diving earthwards with huge feathers of smoke pourin from it.

After a brief lull, the squadron set off once more on an escorting mission, this time to Le Havre. The bombers delivered their loads in the right place, with highly destructive results, but this was not the end of the affair. Suddenly, some 20 or 30 FW 190's approached from the South, bent on inflicting damage. The squadron engaged the enemy and three FW. 190's were definitely destroyed and one was damaged, the Spitfires suffering no loss whatever.

Next, an objective near Dieppe received the full attention of the squadron. Numerous strikes registered. An enemy fighter which happened to be around was also attacked, but the Spitfire was unfortunately hit in the cockpit and the pilot suffered injury from broken glass which necessitated breaking off the engagement, momentarily.

He did not, however, give up. A very steep turn brought him into a sudden head on position with the Hun and he took full advantage of it, getting in a good burst. The FW at once fell away steeply with thick black smoke pouring from its engine.

The Spitfire returned safely to base, but on examination it was found that there were bullet holes through the rudder and all over the fuselage and cockpit.

This encounter alone gives an excellent idea of the determination and skill displayed by the pilots of the Mysore Squadron.

"Copy"

Appendix F. G.—1]

SUBJECT..... Contributions for War Purposes.....

.....

.....

Section War

File No. 196-43

Serial No. 2

Diary No. of letter replied to..2528/W

No. W 2738 (Encl)

To

General and Revenue Secretariat

( )

the *194*

The Secy. Mys. War Fund.

Date of issue.... 27th May 44

Sir,

Signed by.... Mr S.K.V.

I am directed to forward herewith for information a copy of an operational report on the Mysore Spitfire Squadron since received from the Resy.

I have etc.,

for Chief Secy to Govt

List of enclosures.....

Copied by.....

Examined by.....

D. S. N

I herewith forward
a Secret Report dated
Highlands 9 Oct 43
April 44 from a Resi-
dency for information
as Special Report
on a Major Political Duties

WO
27/4/44

Brew